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PHOTO INTELLIGENCE MEMORANDUM

TERRAIN AND ROUTE STUDY

GP/I-11

(Project 72.108)

8 June 1954

**Declass Review by NIMA/DOD**

CENTRAL INTELLIGENCE AGENCY  
Office of Research and Reports

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**TERRAIN AND ROUTE STUDY**

**Project 72.108**

**8 June 1954**

**Distribution Restricted  
to Requester**

**CENTRAL INTELLIGENCE AGENCY  
Office of Research and Reports  
Photo Intelligence Division**

The accompanying report is in fulfillment of a requirement placed on the Photo Intelligence Division, ORR as described in RQM/OIS Case K-796.

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(~~TOP SECRET~~)

Approved For Release 2001/03/22 : CIA-RDP78T05694A000100010003-4

CENTRAL INTELLIGENCE AGENCY  
OFFICE OF RESEARCH AND REPORTS

Project Proposal Memorandum

TO : Project Review Committee.  
Geographic Area  
FROM: Chief, Photo Intelligence Division

Date: 14 May 1954  
~~7 June 1954~~

1. Subject of Proposed Project:

Area study USSR

25X1A

2. Requester(s): D D/p [REDACTED] RQM/015 CASE NUMBER  
K-796

3. Degree of Need:

Urgent

4. Statement of Project:

a. Problem:

Prepare terrain and route study of 4 areas for which the available photos were furnished.

b. Solution:

Prepared photo interpretation study of desired areas and produced sketch maps indicating location of routes, obstacles, fenced areas, terrain features, and habitations or buildings.

5. Responsible Branch:

Geog.

Responsible Analyst:

25X1A

6. Cooperation Desired from Other Divisions of ORR:

NONE INDICATED

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7. Estimated Man-Hours Required to Complete Project:

~~60~~ 30

8. Graphics:

9. Cooperation Desired from Other CIA Offices and Other Agencies:

10. Probable Completion Date:

15 June, 1954

11. Probable Form of Publication:

MANUSCRIPT SKETCH MAPS,  
ANNOTATED AERIAL  
PHOTOGRAPHS AND ACCOMPANYING

12. Comments: NOTES TO REQUESTER.

25X1A

Approved by Project Review Committee:

\_\_\_\_\_  
Chairman

\_\_\_\_\_  
Date

Approved:

\_\_\_\_\_  
AD/RR

\_\_\_\_\_  
Date

Completed

7 June 54  
LSS

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Area A  
(Sketch No. 1)

(RQM/OIS  
CASE K-796)  
(1 of 4 Areas)

Area "A" is bounded on the E, W and S by roads. It is located approximately  $1\frac{1}{2}$  miles N of the R.R. station in Leninabad and directly N of an airfield.

The accompanying sketch was made from an aerial photograph and will provide orientation and location of major items of interest. An attempt was made to delineate all possible fenced areas. Due to the quality and scale of the available photos it was difficult to make positive identification of field fences. In consequence, where there was any possibility of a field fence existing it was so shown on the sketch. It is quite possible that where a field fence is shown there is the possibility that the fence is actually a drainage ditch or combination fence and drainage ditch. All interior field fences, outside of the desired area, were not generally shown. Fences bounding industrial areas were definitely identified due to their height and solid construction.

The area is cultivated level ground which is probably quite soft as indicated by the installation of subsurface drainage in most of the area.

The bounding roads appear to be earth surface and paralleled by either fences, ditches or both. These roads junction S.E. of the area with a road leading to Sabarkend. At this point there are two narrow bridges. From this junction the road leads directly to Leninabad along the E edge of the A/F. About 1200 feet south of the junction there is, what appears to be, about 1000 feet of road which is in extremely poor condition, if not washed out. About 650 feet N of the junction and on the road to Sabarkend an alternate road goes eastward about 2000 feet and then turns south to the town. The disadvantage of this route is that it enters an industrial section of the town and requires using a rather complicated route to reach the R.R. station.

The airfield appears to be fenced in with main entrance being located in the town and several additional entrances to the shop area west of town. There is also an entrance gate onto the road bounding the area on the south at its junction with the road bounding the east side and 150 feet west of the junction with the road to Sabarkend. This does not appear to be used extensively.

The major aerial obstacle in the area is a smokestack located approximately 3500 feet west of the area. There are only a few trees in the area of any size and which have been plotted on the accompanying sketch.

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Area A  
(Sketch No. 1)

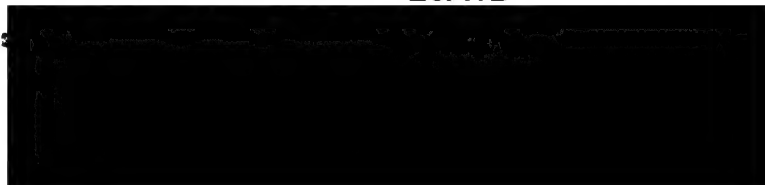
(cont.)

There are three small buildings near the area and these have been plotted. There are two possible huts just north and east of the bounding road intersection. A group of farm buildings is located 1300 feet N of the junction and 700 feet east of the road to Sabarkend. The previously mentioned smokestack is located in the midst of a number of large industrial type buildings. All remaining individual buildings in the area, with the exception of densely settled areas which are also indicated, have been plotted on the accompanying sketch.

The following references were used for this report:

25X1D

Vertical Aerial Photos:



Aerial Mosaic: Korovabad



25X1A

Map: Korovabad



25X1A

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72.108

Area B  
(Sketches 2 and 3)

(RQM/DIS  
CASE K-796)  
(274 Areas)

Area "B" is approximately  $4\frac{1}{2}$  miles west of Kirovabad which is an additional  $2\frac{1}{2}$  miles south of the railroad station in Leninabad. The area straddles the road leading northwest from Kirovabad to Leninfel'd and is  $1\frac{1}{2}$  miles southwest of a two-runway airfield.

Information regarding the area is quite general as only photographs of small scale with no stereo coverage were available.

Accompanying sketch no. 2 is included for orientation purposes and the information obtained from the photography is plotted on sketch no. 3.

The area is roughly triangular in shape being bounded on the north and east by a stream and on the west by a bluff, approximately 25 feet in height, which borders on a braided stream. The height of the bluff is strictly an approximation since no stereo coverage was available. The terrain on the east, south and west is irregular, being cut by an exceedingly complex drainage pattern.

The terrain of the area lying immediately south of the road appears to be slightly rolling and not presently under cultivation, whereas the area immediately north of the field appears to be presently, or very recently, under cultivation. This latter portion is crossed by drainage and a possible fence. It is possible that additional fences exist which were not detected.

There do not appear to be any major obstacles in the vicinity with the exception of 4 trees, three of which are south and east of the area while the remaining one is north and west of the area.

The buildings plotted on sketch no. 3 consist of those definitely identifiable as such as well as the presence of any possible structures.

The A/F lying  $1\frac{1}{2}$  miles north of the road is fenced and the main storage area is located at the southeast corner of the field.

The following references were used in this report:

Vertical Aerial photos:

[REDACTED] 25X1D

Aerial Mosaic: Kirovabad [REDACTED]

25X1A

Map: Kirovabad [REDACTED]

25X1A



72.708

Area C  
(Sketch No. 4)

(RQM/615  
CASE K-796  
(3 7 4 AREAS)

Area "C" lies approximately 2 miles south of the coastline. The area is roughly rectangular and 4 square miles in size.

The ground is slightly rolling, sloping northward and downward towards the sea. The terrain to the east is cut up with intermittent lakebeds and is possibly marshy. To the west the ground rises with ridges extending above 300 feet with a plateau generally above 200 feet bordering the southwest portion. Southeast of the area the terrain is quite level and drops down slowly in a southeasterly direction.

The terrain in the area appears to be, or has been, under cultivation, although not intensively so, and appears to be firm.

A few scattered buildings exist along the bordering and diagonal roads.

There are two major roads leading into the city which may be reached by several secondary roads which either cross or border the area. The secondary roads appear to be unimproved natural routes between villages. One major road, west of the area, originates at Pershagi and extends almost due south to Baku passing through several oil fields but otherwise having only a few scattered habitations between the built-up areas. This route is approximately 11 miles in length. The second major road lies east of the area and may be reached by several different routes. One route is to take the secondary road which runs due east and connects the villages of Fat'mai and Mashtagi. About 1½ miles of this road passes through low swampy and cut-up terrain. This road intersects the main road from Kyurdakhang to Zabrat. There are relatively few habitations until reaching Zabrat at which point the general build-up of Baku commences. This route is approximately 16 miles in length. Another route to the main road to the east is to take a secondary road running southeast which skirts the village of Magomedli and continues on to Balakhany. From there due east approximately 1 mile to the main road from Mashtagi and Zabrat to Baku. This route is approximately 11 miles in length and covers generally level terrain. With the exception of the village of Magomedli there are few habitations until reaching Balakhany where the Baku build-up commences.

The following references were used for this report:

Vertical Aerial Photos:

Maps: Baku

25X1D

25X1A

72.108

(RQM/013  
CASE K796)  
(4 of 4 Areas)

Area D  
(Sketch No. 5)

Area "D" is approximately 10 miles northwest of Baku and lies between a main rail line and a main road both of which extend north west from Baku to the coast.

The terrain is somewhat rolling crossed by shallow natural drains which contain water only in rainy spells. There is high terrain above 800 feet, 2 miles to the southwest sloping northeast. This drops to around 200 feet at the edge of the area and then assumes a gradual slope to the northeast across it. The terrain to the immediate north is low with several dry lake beds.

The land appears to be firm with the eastern and northern portion either presently or recently under cultivation while the western portion, which is somewhat more rolling in nature, is probably devoted to raising of hay. The eastern and northern portions show definite field outlines with indications of possible fences. The quality of the photography prohibits definite identification of the fences. The area is crossed by numerous irregular trails. At the time of photography numerous military positions, primarily fire trenches, were located throughout the area.

The main road into Baku passes along the northeastern side of the area and appears to be hard surfaced. At the northern edge of the area there is a junction from which a road runs southwest until crossing the rail line and then runs northwest. At the point where the road swings northwest it is then paralleled by the secondary road which runs nearly due east along the southern border of the area.

There are few habitations along the main road with the exception of the village of Khurdalan and the oil installations located along the railroad in this area.

The following references were used for this report:

Vertical Aerial Photos:



25X1D

Map: Baku

*BEST COPY  
Available*

6/17/98

Sketch No. 1



Sketch No. 2



Sketch No. 5

Sketch No. 3



Sketch No. 4

Shoot all at  
once. 3 photos

2#14